

Exclusive Opportunity  
for Senior Housing  
Developers

# Monastery of the Angels



1977 Carmen Ave  
Los Angeles, CA

emmaus  
group



# Background



## Background on the Dominican Friars

St. Dominic de Guzman established the international Order of Preachers (Dominicans) in 1216. Founded in 1850, the Dominican Friars of the Western Province (Province of the Most Holy Name of Jesus) serve throughout the Western U.S. (and internationally) in a variety of apostolates, including campus and parish ministries, schools, seminaries, universities, media, and missions to the poor. There are four Dominican provinces in the United States: Western, Eastern, Central and Southern provinces, each with their own governance. The Western Dominican Province is headquartered in Oakland, CA and is made up of approximately 140 friars.



## Background on the Dominican Nuns

St. Dominic established the first community of cloistered Dominican nuns in Prouille, France. Over the centuries, communities of Dominican nuns have spread throughout the world and are a great source of spiritual strength for the Order and local communities. Free from the distractions of the world, the nuns dedicate themselves to a life of prayer and contemplation for the salvation of souls. There are many autonomous Dominican monasteries of nuns around the world. In North America, some of the Dominican monasteries are affiliated through the North American Association of Dominican Monasteries, of which the Monastery of the Angels was a member.



# Offering

## Introduction

After extensive marketing of the property best known as the Monastery of the Angels, Dominic D. Dutra of 3D Strategies (dba the Emmaus Group) was directed by the property owners to narrow his outreach exclusively to senior housing developers. The intent is to provide these developers with the following clarifying information, and request responses which will allow the property owners to select a Preferred Developer with whom they will enter into an Exclusive Right to Negotiate (“ERN”).

## Property Description

The Monastery of the Angels, a California nonprofit religious corporation (the “Nuns”) own or control certain real property located within the City of Los Angeles, State of California, commonly referred to as the Monastery of the Angels, which includes facilities approximating 52,572 SF situated on a parcel of approximately 3.77 acres, Parcel No. 5586-003-012 at 1977 Carmen Ave, Los Angeles, CA 90068 (the "Property").

## Background

The Nuns entered into an agreement with the Province of the Holy Name, a California nonprofit religious corporation (the “Province”) wherein the Province agreed to (i) provide the necessary management services associated with the Property and its ongoing operations (including the candy and bread making business known as “Monastery Goodies”); (ii) engage Dominic D. Dutra of 3D Strategies (dba the Emmaus Group) to thoroughly explore development and disposition options for the Property in an effort to preserve existing and potential values associated with the Property; and (iii) work together in good faith to negotiate a mutually beneficial development and disposition plan with respect to the Property. The Nuns and the Province may also be referred to individually as a "Party", and collectively as the “Parties”.

The Property was subsequently marketed using a professionally designed Request for Qualifications and Proposals (“RFQ/P”), received comprehensive exposure in the media (e.g. Religion News Service, LA Times and CBS Saturday Morning) and garnered thousands of views via CoStar and LoopNet. The full RFQ/P can be found at: <https://spaces.hightail.com/space/KQ9Q6n2OEc>

These marketing efforts resulted in extensive communications and property tours with numerous interested parties including religious organizations, educational institutions, nonprofits and foundations, real estate developers, senior housing providers, real estate brokerages, governmental and quasi-governmental institutions, the media and other parties. This effort provided the property owners with multiple offers and proposals. .

# Offering

## Exclusive Focus on Senior Housing Developers

On July 19, 2023 the Parties met for a formal review of the options, wherein it became clear that a senior housing project which would retain (or rebuild) the chapel and provide senior housing and service options for those seeking a faith-based experience was the best option for meeting the Parties' Objectives.

## Clarifications for Desired

- a) The only building which will need to remain will be the chapel, although it may be possible that a developer can rebuild a new chapel as part of their overall development plan. However, owner will favor proposals that keep the current chapel intact.
- b) A memorial to the Nuns shall be constructed in an appropriate and mutually agreed-upon location on the Property
- c) The future disposition of Monastery Goodies (the candy and bread-making operation) is the responsibility of the Parties and not the developer
- d) The project is expected to be a market rate development, but the Parties would prefer that the seniors have access to the/a chapel and related religious/spiritual opportunities that are consistent with Dominican values and practices, which may include honoring the Dominican legacy in the design and/or naming of all or a portion of the senior living facility
- e) The intent is for friars of the Western Dominican Province to be housed and cared for in a Dominican community that is part of the senior living residence to be developed, as a condition of the lease, and that friars in residence would exercise priestly ministry there and elsewhere as permitted by the Archdiocese of Los Angeles
- f) The Parties prefer a ground lease over a sale of the property, with the finalization of a ground lease contingent on the developer obtaining any and all required development approvals for said project

## Evaluation Criteria

- a) Experience working on senior housing projects
- b) Experience developing projects in Hollywood and/or Los Angeles
- c) Experience working with Catholic and/or other religious organizations
- d) Financial status
- e) How many months they will require under an Exclusive Negotiation Agreement to conduct their due diligence, and what nonrefundable payments they are willing to release to the Parties for the Exclusive Negotiation Agreement
- f) How many months they will require to obtain their development approvals under the Option Agreement and what nonrefundable payments they are willing to release to the Parties throughout the term of said Option Agreement.

# Offering

## Process

Once a developer is selected, they will have the right to enter into an Exclusive Negotiation Agreement with the Parties to more precisely develop a site plan, perform due diligence on the Property, meet with and confer with elected and appointed officials at the city and county of Los Angeles and other key stakeholders and, ultimately, use this information to finalize the ground lease rate, terms and conditions they are willing to pay for the Property (which will be leased from the Province subsequent to the transfer of the Property from the Nuns to the Province).

Once mutually acceptable terms are derived from the aforementioned Exclusive Negotiation Agreement, the developer shall submit an Option Agreement that will have a finalization of the ground lease contingent on obtaining any required development approvals.

Interested parties should submit questions and formal proposals to:



### **Dominic D. Dutra**

BS, MBA, CCIM

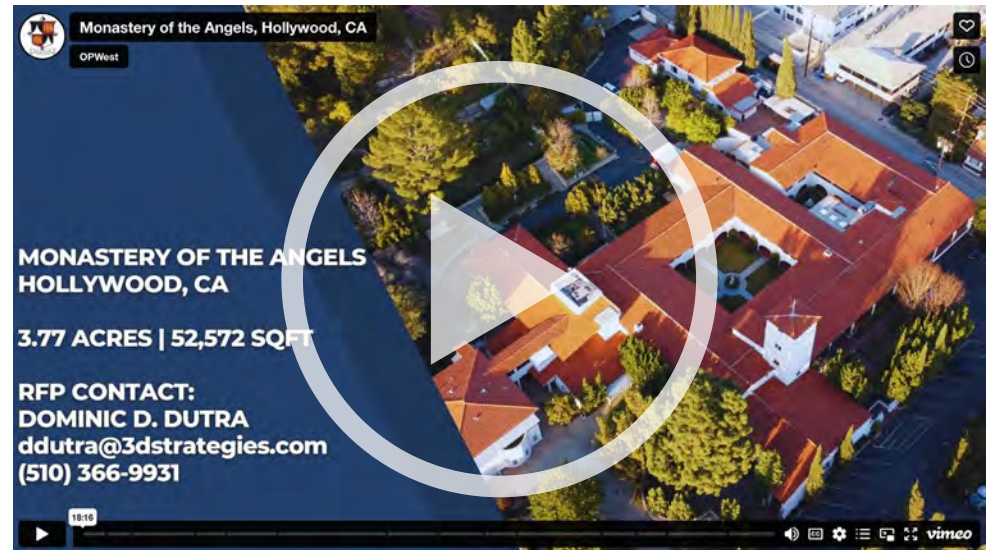
[ddutra@3DStrategies.com](mailto:ddutra@3DStrategies.com)

510.366.9931

DRE License #: 00963281

# Property Video

emmaus  
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**Watch the short video:** <https://vimeo.com/807621770/da31cffe3>

**Watch the longer video:** <https://vimeo.com/808452453/88b85fe5bb>

Interested parties should submit questions and formal proposals to:

**Dominic D. Dutra**

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510.366.9931

DRE License #: 00963281

# General Plan & Zoning

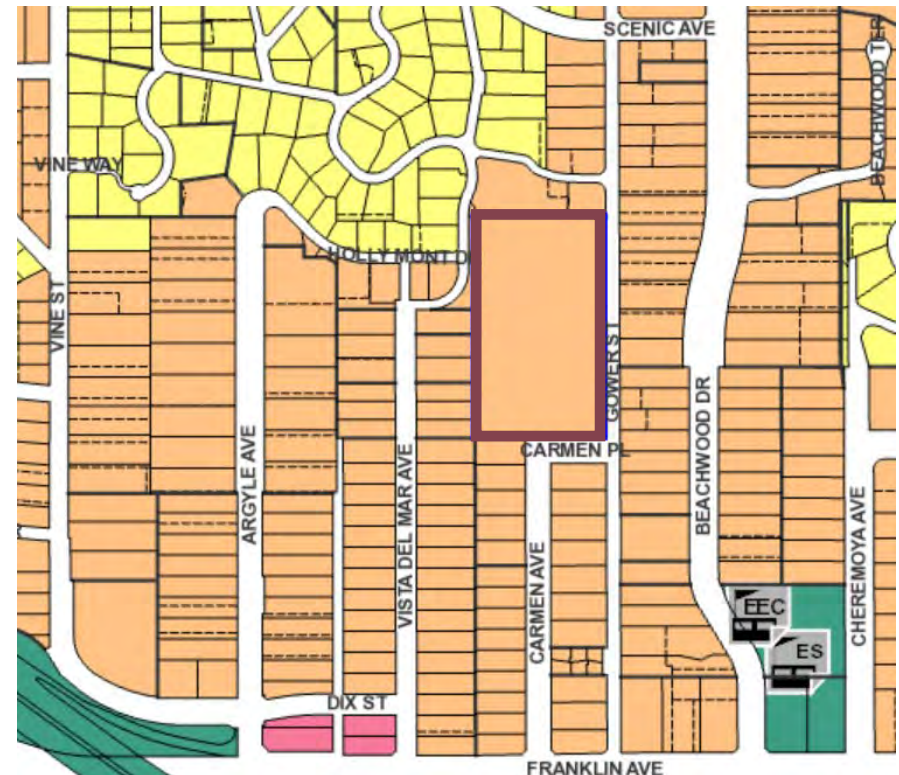
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## General Plan Land Use

Low Medium II: 18-29 dwelling units/net acre

## Zoning

- RD1.5-1XL
- SEC. 12.09.1. "RD" RESTRICTED DENSITY MULTIPLE DWELLING ZONE
  - See [Exhibit A](#)
- GENERALIZED SUMMARY OF ZONING REGULATIONS
  - See [Exhibit B](#)
- ZI-2427 Freeway Adjacent Advisory Notice for Sensitive Uses
  - See [Exhibit C](#)
- ZI-2452 Transit Priority Area in the City of Los Angeles
  - See [Exhibit D](#)
- Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines)
  - See [Exhibit E](#)



## District

4th District

Councilmember: Nithya Raman







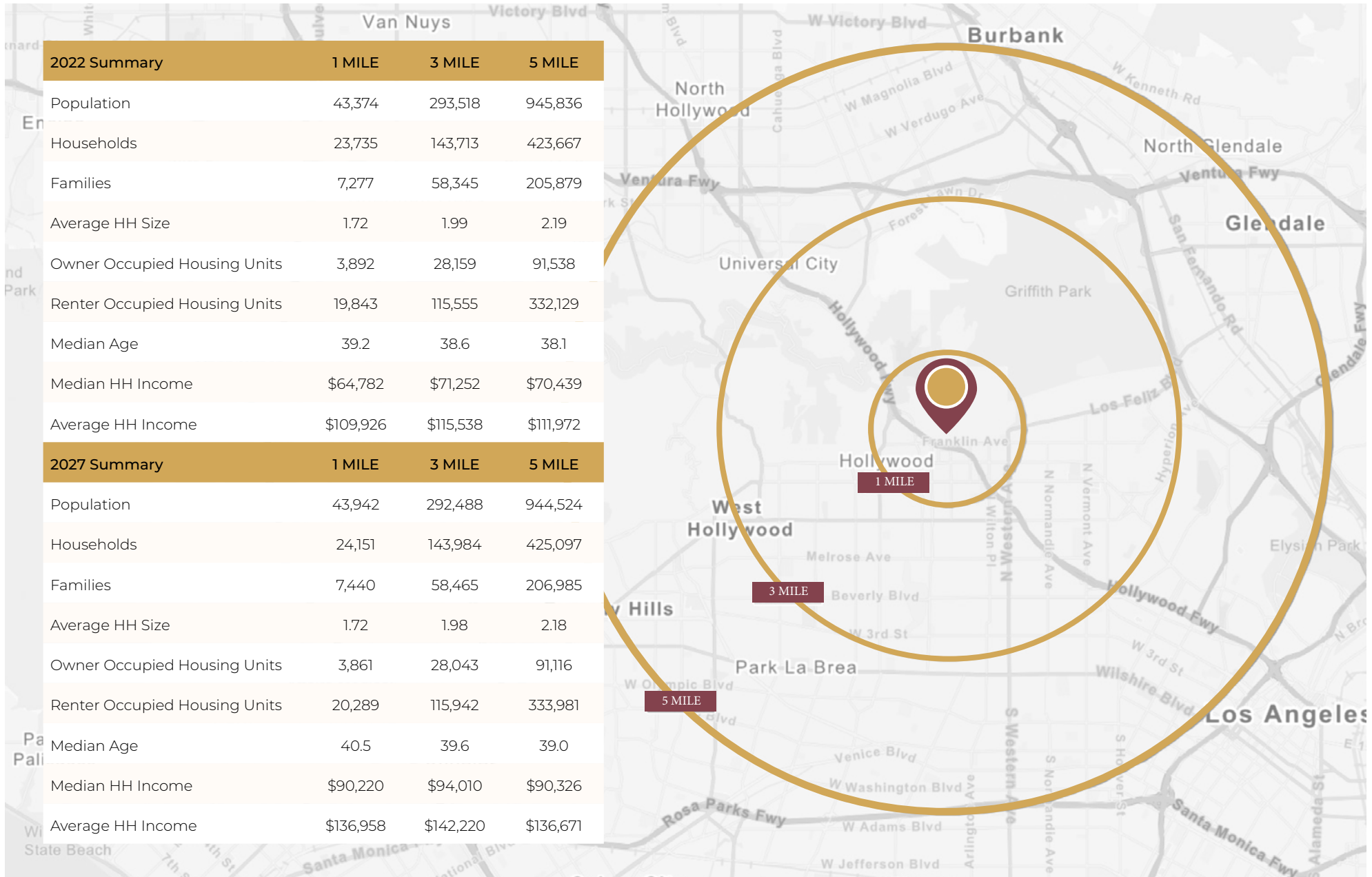
# Hollywood, California

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Hollywood is a neighborhood in Los Angeles, California, most famous for its iconic film industry and studios. In 1886 when it was only an agricultural community, a real estate developer on his honeymoon, named H.J. Whitley, stood atop the hill in Hollywood looking over the valley. A Chinese man hauling wood passed by and Whitley asked him what he was doing. When the man, because of his accent, replied, "holly-wood", Whitley was inspired to name the area Hollywood. Whitley's town grew and in 1903 it became a municipality. In the early 1900s filmmakers began to make movies in Los Angeles, and in 1910 Hollywood merged with Los Angeles. Its first studio opened in 1911. As the film industry grew Hollywood gained the nickname Tinseltown, and today it is known as the most famous film industry center in the world.



# Demographics





# Disclaimer



## **Dominic D. Dutra**

BS, MBA, CCIM

[ddutra@3DStrategies.com](mailto:ddutra@3DStrategies.com)

510.366.9931

DRE License #: 00963281

While the information contained herein has been provided in good faith and in an effort to provide prospective lessees, buyers and/or developers with relevant property data, it should not be considered a substitute for a thorough due diligence investigation.

The information contained herein has been obtained from sources we believe to be reliable; however, neither Dominic D. Dutra, 3D Strategies, nc. and/or Emmaus Group (the "Broker") has not verified, and will not verify, any of the information contained herein, nor has the Broker conducted any conclusive investigation regarding these matters and makes no warranty or representation whatsoever regarding the accuracy or completeness of the information provided. All potential lessees, buyers and/or developers must take appropriate measures to verify all of the information set forth herein.

The Broker has not made any investigation, and makes no warranty or representation, with respect to the subject property, the future projected financial performance of the property, the property's development potential, the size and square footage of the property and improvements, the presence or absence of contaminating substances, PCBs or asbestos (or any other hazardous materials or substances), the compliance with Local, State and Federal regulations, or the physical condition of the improvements of the subject property.

# Exhibit A

**SEC. 12.09.1. "RD" RESTRICTED DENSITY MULTIPLE DWELLING ZONE.**  
(Added by Ord. No. 127,777, Eff. 8/1/64.)

The following regulations shall apply in the "RD" Restricted Density Multiple Dwelling Zone:

**A. Use.** No building, structure or land shall be used and no building or structure shall be erected, structurally altered, enlarged or maintained, except for the following uses, and when a "Supplemental Use District" is created by the provisions of Article 3 of this chapter, for such uses as may be permitted therein:

1. One-family dwellings.
2. Two-family dwellings.
3. Multiple dwellings or group dwellings.
4. Apartment houses.
5. Park, playgrounds or community center, owned and operated by a governmental agency.
6. (Amended by Ord. No. 157,144, Eff. 11/22/82.) The keeping of equines, in conjunction with the residential use of the lot, and subject to the following limitations:
  - (a) Such activities are not for commercial purposes.
  - (b) The keeping of equines shall be permitted only on lots having an area of 20,000 square feet or more. Where equines are being kept, the number of such animals being kept shall not exceed one for each 5,000 square feet of lot area.
  - (c) An accessory living quarters, servants quarters, recreation room or private garage or any combination of said uses may be included in one building not exceeding two stories in height. For location of accessory buildings, refer to Section 12.21C.
7. Accessory buildings, including private garages, accessory living quarters, servants quarters, recreation rooms, or private stables, provided that:
  - (a) Every accessory building containing accessory living quarters or servants quarters shall constitute a dwelling and the lot area requirements of the zone in which it is located shall be complied with.
  - (b) No stable is located or maintained on a lot having an area of less than 20,000 square feet and its capacity does not exceed one equine for each 5,000 square feet of lot area. (Amended by Ord. No. 157,144, Eff. 11/22/82.)
8. Conditional uses enumerated in Sec. 12.24 when the location is approved pursuant to the provisions of said section.
9. Accessory uses and home occupations, subject to the conditions specified in Section 12.05A16 of this Code. (Amended by Ord. No. 171,427, Eff. 1/4/97, Oper. 3/5/97.)
10. (Deleted by Ord. No. 171,687, Eff. 8/19/97.)
11. Name plates and signs, and required automobile parking spaces as provided for in Section 12.21A of this Code. (Added by Ord. No. 171,427, Eff. 1/4/97, Oper. 3/5/97.)

**B. Area.** (Amended by Ord. No. 158,381, Eff. 11/20/83.) No building or structure nor the enlargement of any building or structure shall be erected or maintained unless the following yards and lot areas are provided and maintained in connection with such building, structure or enlargement:

1. **Front Yard.** There shall be a front yard of not less than 15 feet in depth in the RD1.5, RD2, RD3 and RD4 Zones and not less than 20 feet in depth in the RD5 and RD6 Zones.
2. **Side Yards:**
  - (a) **RD1.5 and RD2 Zones.** For a main building not more than two stories in height in the RD1.5 and RD2 zones, there shall be a side yard on each side of said building of not less than five feet, except that where the lot is less than 50 feet in width, the side yard may be reduced to 10% of the width of the lot, but in no event to less than three feet in width. For a building more than two stories in height in the RD1.5 and RD2 zones, one foot shall be added to the width of such yard for each additional story above the second story, but in no event shall a side yard of more than 16 feet in width be required.
  - (b) **RD3 and RD4 Zones.** There shall be a side yard on each side of a main building in the RD3 and RD4 zones of not less than five feet or 10% of the width of the lot, whichever is larger, but in no event shall a side yard of more than 10 feet be required.
  - (c) **RD5 and RD6 Zones.** There shall be a side yard on each side of a main building in the RD5 and RD6 zones of not less than 10 feet in width.
3. **Rear Yards.** There shall be a rear yard of not less than 15 feet in depth in the RD1.5, RD2, RD3 and RD4 Zones and not less than 25 feet in depth in the RD5 and RD6 Zones.
4. **Lot Area.** Every lot classified in the "RD" Zone is, according to the lot area requirements, further designated as RD1.5, RD2, RD3, RD4, RD5 and RD6.

Every lot shall have a minimum width, area and lot area per dwelling unit or guest room as follows:

[LOT SIZE - "RD"ZONE]

Zone	Minimum Lot Width (feet)	Minimum Lot Area (Square feet)	Minimum Lot Area Per Dwelling Unit or Guest Room (square feet)
RD1.5	50	5,000	1,500
RD2	50	5,000	2,000
RD3	60	6,000	3,000
RD4	60	8,000	4,000
RD5	70	10,000	5,000
RD6	70	12,000	6,000

Exceptions to area regulations are provided for in Section 12.22C.

**C. Restriction.** (Amended by Ord. No. 173,268, Eff. 7/1/00, Oper. 7/1/00.) For any lot designated as Public, Quasi-Public, Public/Quasi-Public Use, Other Public, or Open Space on the land use map of the applicable community or district plan; any lot shown on the map as having existing lakes, waterways, reservoirs, debris basins, or similar facilities; any lot shown on the map as the location of a freeway right-of-way; and any property annexed to the City of Los Angeles where a plan amendment was not adopted as part of the annexation proceedings:

Any of the uses permitted by Subsection A of this section shall require prior approval in accordance with the provisions of Section 12.24.1 of this Code.



# Exhibit B

## GENERALIZED SUMMARY OF ZONING

Zone	Use	Maximum Height		Required Yards			Minimum Area		Min. Lot Width	Parking Required
		Stories	Feet	Front	Side	Rear	Per Lot	Per Dwelling Unit		
<b>Multiple Residential</b>										
R2	<b>Two-Family Dwellings</b> R1 Uses, Home Occupations	Unlimited (9)	45 ft or (6a), (7), (9)	20% lot depth; 20 ft max, but not less than prevailing	5 ft; or 10% lot width where lot is < 50 ft wide; 3 ft min (7); additional 5 ft offset required for side walls >45 ft long & >14 ft high	15 ft	5,000 sq-ft	2,500 sq-ft	50 ft	2 spaces, one covered
RD1.5	<b>Restricted Density Multiple Dwelling</b> One-Family Dwellings, Two-Family Dwellings, Apartment Houses, Multiple Dwellings, Home Occupations			15 ft	5 ft; or 10% of lot width where lot is less than <50 ft wide; 3 ft min; +1 ft for each story over 2 <sup>nd</sup> , not to exceed 16 ft (6a)	15 ft				
RD2				10% of lot width, 10 ft max; 5 ft min (6a)			2,000 sq-ft	60 ft	1 space per unit < 3 habitable rooms; 1.5 spaces per unit = 3 habitable rooms; 2 spaces per unit > 3 habitable rooms; uncovered (6a)	
RD3					6,000 sq-ft	3,000 sq-ft				
RD4					8,000 sq-ft	4,000 sq-ft				
RD5				20 ft	10 ft (6a)	25 ft	10,000 sq-ft	5,000 sq-ft	70 ft	1 space each guest room (first 30)
RD6							12,000 sq-ft	6,000 sq-ft		
RMP	<b>Mobile Home Park</b> Home Occupations	45 or (9)	20% lot depth, 25 ft max	10 ft	25% lot depth, 25 ft max	20,000 sq-ft	20,000 sq-ft	80 ft	2 covered spaces per dwelling unit	
RW2	<b>Two-Family Residential Waterways</b> One-Family Dwellings, Two-Family Dwellings, Home Occupations			10 ft	15 ft	2,300 sq-ft	1,150 sq-ft	28 ft	Bicycle Parking pursuant to Sec. 12.21 A.16 of the LAMC	

# Exhibit C

CITY OF LOS ANGELES  
DEPARTMENT OF CITY PLANNING  
ZONING INFORMATION FILE

ZI NO. 2427

**FREEWAY ADJACENT ADVISORY NOTICE**

**Effective: September 17, 2018**

**Council District: Citywide, within 1,000 feet of freeways**

**PURPOSE**

Air pollution studies indicate a strong link between the chronic exposure of populations to vehicle exhaust and particulate matter from roads and freeways and elevated risk of adverse health impacts, particularly in sensitive populations such as young children and older adults. Areas located within 500 feet of a freeway<sup>1</sup> are known to experience the greatest concentrations of fine and ultrafine particulate matter (PM), a pollutant implicated in asthma and other health conditions. In 2003, the California Legislature enacted SB 352, which precludes the siting of public schools within 500 feet of a freeway, unless it can be shown that any significant health risk can be mitigated.

Freeways are a major stationary source of air pollution and their impact on the air we breathe and public health in cities continues to be a subject of public health research. Scientific literature previously focused on impacts to immediately surrounding communities within 500 feet of freeways; however, recent studies have established strong links to negative health outcomes affecting sensitive populations at a distance of 1,000 feet from freeways, (and in some instances, up to one mile). Therefore, the Department of City Planning is using the 1,000 feet boundary, as the distancing threshold, for conservative consideration of risk to the negative effects of air pollution caused by freeway proximity.

**INSTRUCTIONS**

All applicants filing a discretionary application, with the Department of City Planning, for a new and/or expanded project located within 1,000 feet of a freeway shall be advised of the following information and expectations.

**PROJECT FEATURES AND DESIGN ALTERNATIVES TO CONSIDER:**

When integrated into the project design and program concept, the following measures may reduce air pollution exposure and associated health risks, and therefore, should be taken into account when your project is being configured or when a specific site is being considered for development.

1. Avoid locating the following sensitive uses within the project: schools, day care facilities and senior care centers.

2. Locate occupied open space areas (play areas, courtyards, patios, balconies, etc.) as far from the freeway sources as possible when the size of the site permits.
3. Prioritize the location of non-habitable uses, such as parking structures and building areas not calculated in floor area, nearest the freeway.
4. Screen the project site with substantial vegetation and/or a wall barrier.

**PROJECT REQUIREMENTS**

All projects seeking discretionary approval for which findings must be made regarding conformance to the General Plan are expected to adhere to the Citywide Design Guidelines, including those that address freeway proximity.

**SUPPORTING INFORMATION**

**Existing Adopted Policies Addressing Impacts of Air Quality**

The City's General Plan already contains adopted policies addressing health-based risks and outcomes. Below are a few that are directly related to freeways.

**Air Quality Element Policy 4.3.1:** Revise the City's General Plan/Community Plans to ensure that new or related sensitive receptors are located to minimize significant health risks posed by air pollution sources.

**Housing Element Policy 4.1.9:** Whenever possible, assure adequate health-based buffer zones between new residential and emitting industries.

**Housing Element Policy 2.1.2:** Establish standards that enhance health outcomes.

**Plan for Healthy LA Policy 1.5 - Plan for Health:** Improve Angelenos' health and well-being by incorporating a health perspective into land use, design, policy, and zoning decisions through existing tools, practices, and programs.

**Plan for Healthy LA Policy 5.2 – People:** Reduce negative health impacts for people who live and work in close proximity to industrial uses and freeways through health promoting land uses and design solutions.

**Plan for Healthy LA Policy 5.4 - Noxious activities:** Protect communities' health and well-being from exposure to noxious activities (for example, oil and gas extraction) that emit odors, noise, toxic, hazardous, or contaminant substances, materials, vapors, and others.

**Plan for Healthy LA Policy 5.7 - Land use planning for public health and GHG emission reduction:** Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and others susceptible to respiratory diseases.

**Adopted Ordinance Addressing Impacts of Air Quality**

As part of the Clean Up Green Up initiative, on April 26, 2016, City Council amended Articles 5 and 9 of Chapter IX of the Los Angeles Municipal Code (L.A.M.C.) addressing sources of outside air in buildings and requiring all new mechanically ventilated buildings located within 1,000 feet of the freeway to install air filtration media that provides a Minimum Efficiency Reporting Value (MERV) of 13 (Ordinance 184245).

<sup>1</sup> Freeway, as defined in the Caltrans Highway Design Manual – Chapter 60, pg. 60-2: (May 7, 2012)

"Freeway--A divided arterial highway with full control of access and with grade separations at intersections."



# Exhibit D

**CITY OF LOS ANGELES  
DEPARTMENT OF CITY PLANNING  
ZONING INFORMATION FILE**

**ZI NO. 2452**

**TRANSIT PRIORITY AREAS (TPAs) / EXEMPTIONS TO AESTHETICS AND PARKING  
WITHIN TPAs PURSUANT TO CEQA**

**CITYWIDE**

**Note: This Zoning Information File is for information only and does not require any compliance check from LADBS or DCP.**

**COMMENTS:**

On September 2013, the Governor signed into law Senate Bill (SB) 743, which instituted changes to the California Environmental Quality Act (CEQA) when evaluating environmental impacts to projects located in areas served by transit. While the thrust of SB 743 addressed a major overhaul on how transportation impacts are evaluated under CEQA, it also limited the extent to which aesthetics and parking are defined as impacts under CEQA. Specifically, Section 21099 (d)(1) of the Public Resources Code (PRC) states that a project's aesthetic and parking impacts shall not be considered a significant impact on the environment if:

1. The project is a residential, mixed-use residential, or employment center project, and
2. The project is located on an infill site within a transit priority area.

Section 21099 (a) of the PRC defines the following terms:

(1) "Employment center project" (TPAs) means a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and that is located within a transit priority area.

(4) "Infill site" means a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses.

(7) "Transit priority area" means an area within one-half mile of a major transit stop that is existing or planned. Section 21064.3 of the PRC defines a "major transit stop" as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. For purposes of Section 21099 of the PRC, a transit priority area also includes major transit stops in the City of Los Angeles (city) that are scheduled to be completed within the planning horizon of the Southern California Association of Governments (SCAG) Regional Transportation Plan / Sustainable Community Strategy (RTP/SCS).

While the Governor's Office of Planning and Research (OPR) is still in the process of drafting guidance to substantially revise transportation impact methodology for infill projects, the

elimination of aesthetics and parking for infill projects went into effect January 2014. No further action is needed for the elimination of aesthetics and parking for infill projects, defined herein to take effect as part of the City's impact evaluations pursuant to CEQA.

**INSTRUCTIONS:**

Visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact as defined in the City's CEQA Threshold Guide shall not be considered an impact for infill projects within TPAs (shown in the attached map) pursuant to CEQA. However, this law did not limit the ability of the City to regulate, or study aesthetic related impacts pursuant to other land use regulations found in the Los Angeles Municipal Code (LAMC), or the City's General Plan, including specific plans. For example, DCP staff would still need to address a project's shade and shadow impacts if it is expressly required in a specific plan, Community Design Overlays (CDOs), or Historic Preservation Overlay Zones (HPOZs). Also note that the limitation of aesthetic impacts pursuant to Section 21099 of the PRC does not include impacts to historic or cultural resources. Impacts to historic or cultural resources will need to be evaluated pursuant to CEQA regardless of project location.

Find attached a citywide map of TPAs in the City of Los Angeles. Department of City Planning (DCP) staff should use this citywide map in determining if a project is clearly within a TPA, and if aesthetics and parking are not to be included in a project's impact evaluation in a negative declaration (ND), mitigated negative declaration (MND) or environmental impact report (EIR) prepared in accordance with CEQA. Eventually, TPAs will be identified in ZIMAS, however this map is to be referenced on an interim basis. Planners should also consult ZIMAS or Navigate LA if it cannot be determined from the map if a project site is within ½ mile of a major transit stop.

A project shall be considered to be within a TPA if all parcels within the project have no more than 25 percent of their area farther than one-half mile from the major transit stop and if not more than 10 percent of the residential units or 100 units, whichever is less, in the project are farther than one-half mile from the major transit stop. Projects intersecting non-overlapping TPA boundaries would also need to demonstrate they are within one-half mile of a major transit stop based on boarding location information. The burden shall be on the project applicant to demonstrate their project is within a TPA for parcels along a TPA boundary.

For further information regarding TPAs, contact Cally Hardy at (213) 978-1643.

Further reference:

[http://opr.ca.gov/s\\_transitorienteddevelopmentsb743.php](http://opr.ca.gov/s_transitorienteddevelopmentsb743.php)

# Exhibit E

**DEPARTMENT OF  
CITY PLANNING**  
CITY PLANNING COMMISSION

DAVID H. J. AMBROZ  
PRESIDENT

RENEE DAKE WILSON  
VICE PRESIDENT

CAROLINE CHOE  
VAHID KHORSAND  
JOHN W. MACK  
SAMANTHA MILLEMAN  
MARC MITCHELL  
VERONICA PADILLA-CAMPOS  
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<http://planning.lacity.org>

**CASE NO. CPC-2017-1914-MSC**

February 26, 2018

**TECHNICAL CLARIFICATIONS TO THE TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM GUIDELINES (TOC GUIDELINES)**

The Transit Oriented Communities Affordable Housing Incentive Guidelines (TOC Guidelines) developed pursuant to Measure JJJ was released on September 22, 2017. Since that time, several technical clarifications have been identified. The Department has updated the TOC Guidelines to reflect these clarifications. All changes are listed in the Activity Log of the Guidelines.

If you have any questions, please do not hesitate to contact Matthew Glesne of the Department of City Planning at (213) 978-2666 or [matthew.glesne@lacity.org](mailto:matthew.glesne@lacity.org).

Sincerely,

VINCENT P. BERTONI, AICP  
Director of Planning

VBP:KJK:MG:CH:mn

Attachment: TOC Guidelines

READ THE  
FULL REPORT  
[HERE](#)